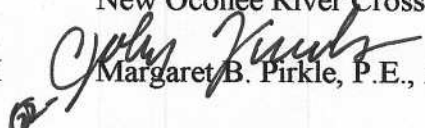


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0000833, Laurens County
STP-0000-00(833)
New Oconee River Crossing
OFFICE Preconstruction
DATE April 4, 2006
FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Mike Thomas
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 0000833, Laurens County
STP-0000-00(833)
New Oconee River Crossing

OFFICE Preconstruction

DATE March 30, 2006

FROM *Margaret B. Pirkle*
Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the construction of a new crossing over the Oconee River in Laurens County. The need exists for an additional crossing of the Oconee River north and east of Dublin. Currently, only one river crossing, US 80 in Dublin, exists along a 32 mile stretch from I-16 in Laurens County to SR 57 in Wilkinson County. The US 80 river crossing serves traffic crossing the Oconee River from several major roadways converging in Dublin: State Routes 29, 96, 199, and 257, and US Routes 80, 319, and 441. A new river crossing will improve regional traffic flow between Dublin and East Dublin and will provide an alternate river crossing in the event of flooding. It will also help reduce congestion while improving traffic circulation, flow of operations on arterial and collector streets within downtown Dublin, East Dublin, and Laurens County.

The project will begin by typing into the existing pavement of CR 454/Country Club Drive approximately 1000' south of the existing CR 455/Blackshear Ferry Road intersection. The project will continue north along CR 454/Country Club Drive as symmetrical widening to just southeast of the Oconee River and will then proceed onto a new bridge structure to cross the river. The project will then proceed northeast onto new location and intersect CR 520/Buckeye Road approximately 200' south of CR 9/Blackshear Ferry Road. The project will continue east on new location and intersect CR 12/New Buckeye Road approximately 550' north of CR 8/Ben Hall Lake Drive. The proposed typical section will consist of two, 12' lanes with open ditch drainage and a proposed speed design of 55 MPH. The project length is 2.6 miles and the proposed right-of-way will vary from 200' to 250'.

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment will be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$10,381,000	\$10,381,000	L250	LR
Right-of-Way & Utilities*	Local	Local	Local	

David Studstill

Page 2

P. I. No. 0000833, Laurens

March 30, 2006

*Laurens County signed LGPA on 3-18-03 for right-of-way and utilities.

I recommend this project concept be approved.


MBP:JDQ/cj

Attachment

CONCUR


Buddy Gratton, P.E., Director of Preconstruction

APPROVE


David E. Studstill, Jr., P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

PROJECT CONCEPT REPORT

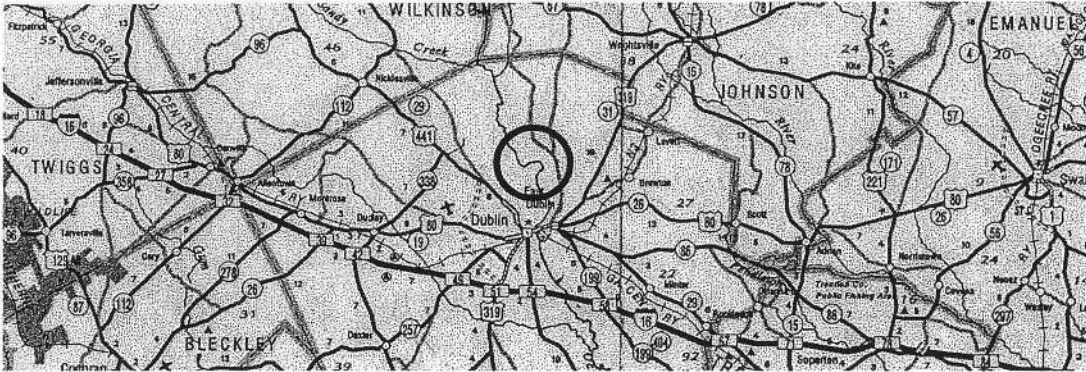
Project Number: STP-0000-00(833)

County: Laurens

P. I. Number: 0000833

Federal Route Number: N/A

State Route Number: N/A



Recommendation for approval:

DATE 3/01/06

DATE 3.08.06

Kenneth E. Thompson
Project Manager
Armen D. D. D.
State Environmental/Location Engineer

The concept as presented herein and submitted for approval is not included in the State Transportation Improvement Program (STIP) and Laurens County is not included in a Regional Transportation Improvement Program (RTP). This project is not currently scheduled for construction but is programmed in the Department's Construction Work Program.

DATE _____

State Transportation Planning Administrator

DATE _____

Financial Management Administrator

DATE _____

State Road & Airport Design Engineer

DATE _____

State Bridge & Structural Design Engineer

DATE 3-16-06

Heath Sobel
State Traffic Safety & Design Engineer

DATE _____

District Engineer - Tennille

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

3/15/06

PROJECT CONCEPT REPORT

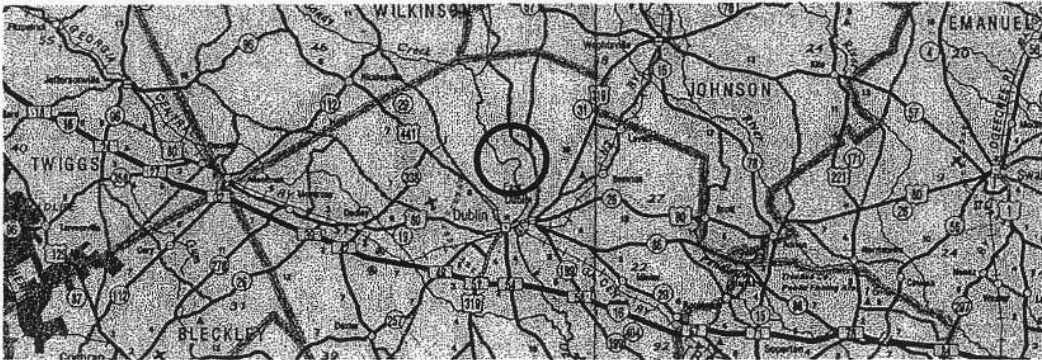
Project Number: STP-0000-00(833)

County: Laurens

P. I. Number: 0000833

Federal Route Number: N/A

State Route Number: N/A



Recommendation for approval:

DATE 3/01/06

DATE 3.08.06

Keneth E. Thompson
Project Manager
Wm. D. Taylor
State Environmental/Location Engineer

The concept as presented herein and submitted for approval is not included in the State Transportation Improvement Program (STIP) and Laurens County is not included in a Regional Transportation Improvement Program (RTP). This project is not currently scheduled for construction but is programmed in the Department's Construction Work Program.

DATE _____

DATE 3/15/06

DATE _____

DATE _____

DATE _____

DATE _____

State Transportation Planning Administrator
James D. Taylor
Financial Management Administrator

State Road & Airport Design Engineer

State Bridge & Structural Design Engineer

State Traffic Safety & Design Engineer

District Engineer - Tennille

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

PROJECT CONCEPT REPORT

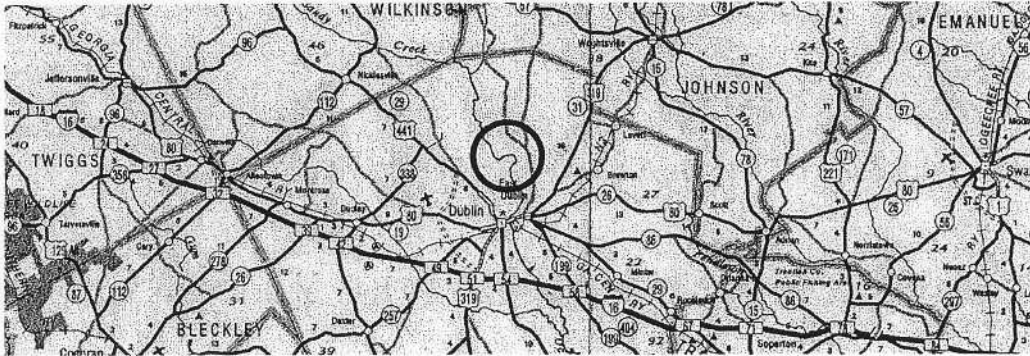
Project Number: STP-0000-00(833)

County: Laurens

P. I. Number: 0000833

Federal Route Number: N/A

State Route Number: N/A



Recommendation for approval:

DATE

3/01/06

Kenneth E. Thompson

Project Manager

DATE

3.08.06

Armen D. T...

State Environmental/Location Engineer

The concept as presented herein and submitted for approval is not included in the State Transportation Improvement Program (STIP) and Laurens County is not included in a Regional Transportation Improvement Program (RTP). This project is not currently scheduled for construction but is programmed in the Department's Construction Work Program.

DATE

3/26/06

Joseph P. Ad...

State Transportation Planning Administrator

DATE

Financial Management Administrator

DATE

State Road & Airport Design Engineer

DATE

State Bridge & Structural Design Engineer

DATE

State Traffic Safety & Design Engineer

DATE

District Engineer - Tennille

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

Office of Environment/Location

PROJECT CONCEPT REPORT

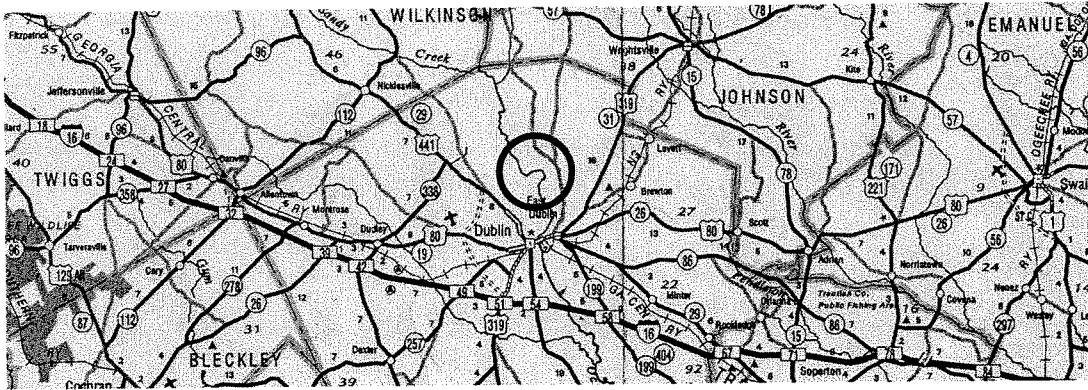
Project Number: STP-0000-00(833)

County: Laurens

P. I. Number: 0000833

Federal Route Number: N/A

State Route Number: N/A



Recommendation for approval:

DATE 3/01/06

DATE 3.08.06

Kenneth E. Thompson
Project Manager

Armen D. Ispirian
State Environmental/Location Engineer

The concept as presented herein and submitted for approval is not included in the State Transportation Improvement Program (STIP) and Laurens County is not included in a Regional Transportation Improvement Program (RTP). This project is not currently scheduled for construction but is programmed in the Department's Construction Work Program.

DATE _____

State Transportation Planning Administrator

DATE _____

Financial Management Administrator

DATE _____

State Road & Airport Design Engineer

DATE _____

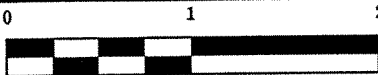
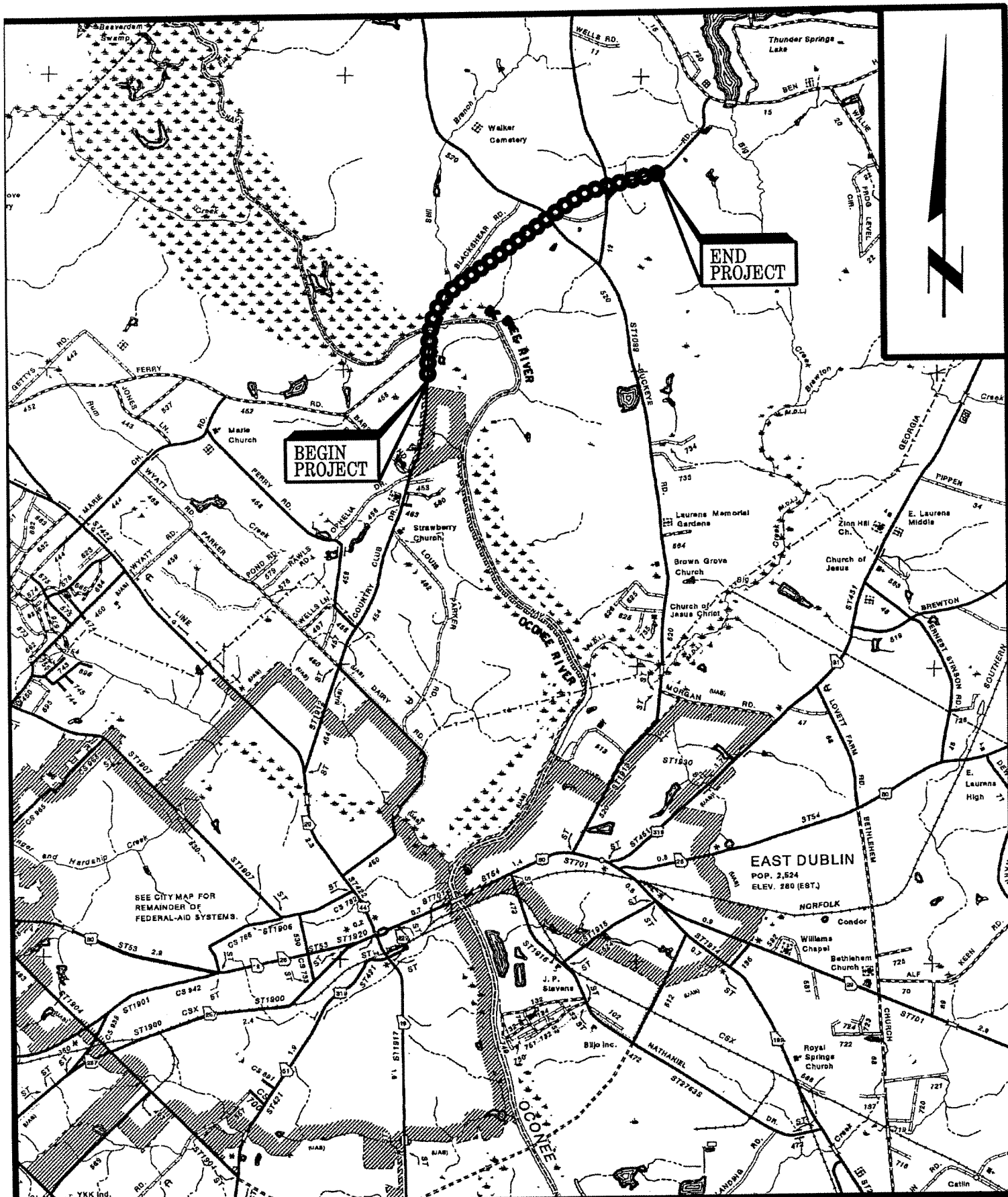
State Bridge & Structural Design Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer - Tennille



SCALE IN MILES

SOURCE: GENERAL HIGHWAY MAP, LAURENS CO, GEORGIA
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1966



LOCATION

STP-0000-00(833)
PI # 0000833
NEW OCONEE RIVER CROSSING
LAURENS COUNTY

02-14-2006

Need and Purpose: A need exists for an additional crossing of the Oconee River north and east of Dublin. Currently, only one river crossing, US 80 in Dublin, exists along a 32 mile stretch from I-16 in Laurens County north to SR 57 in Wilkinson County. The US 80 river crossing serves traffic crossing the Oconee River from several major roadways converging in Dublin: State Routes 29, 86, 199, & 257, and US Routes 80, 319, & 441. A new river crossing would improve regional traffic flow between Dublin and east Dublin and would provide an alternate river crossing in the event of flooding. It would also help reduce congestion while improving traffic circulation, flow and operations on arterial and collector streets within downtown Dublin, East Dublin and Laurens County. A new river crossing would also provide better north/south and east/west access within and near the City of Dublin and in Laurens County.

The next Oconee River crossing to the north is located approximately 25 to 28 miles from the US 80 crossing along SR 57, in Wilkinson County. Presently, the routes converging on downtown Dublin act as a “funnel” sending traffic across the US 80 bridge; which is often congested; and as mentioned, may be closed in times of flooding. The location of the proposed river crossing is about five miles north of the US 80 bridge and downtown Dublin/East Dublin; which is close enough to downtown Dublin to attract traffic away from the US 80 bridge yet far enough to serve as a “bypass” route, relieving US 80/SR 26 and US 319/SR 31 traffic.

The alternative river crossing would also help lessen congestion on other arterial routes, and provide better inter-regional accessibility from/to Dublin and East Dublin. Within the Dublin area, there are several businesses (especially distribution centers) that would benefit from increased regional access and improved connectivity. Major employers located within the area with significant traffic/truck generation include Flexsteel Industries (405 employees); Bassett Furniture Co. (285 employees); YKK AP America, Inc. (370 employees), and Farmer’s Furniture (252 employees). Other businesses which would benefit include Best Buy Distribution Center (west of downtown) and SP Newsprint (southeast of downtown and directly east of the Oconee River). All of these businesses are located north of I-16 in/near Dublin.

The US 80 Oconee River crossing, just north east of Dublin, has a history of flooding. When flooding occurs, traffic is routed out of downtown Dublin due to the inaccessibility of the US 80 river crossing. The nearest and only other Oconee River crossing in the Dublin area is on I-16 about five miles to the south.

Description of the proposed project: Project STP-0000-00(833), located in Laurens county proposes a new river crossing north of Dublin that would utilize a 2-lane typical section with open ditch drainage. The project would begin by tying into the existing pavement of CR 454/Country Club Drive, approximately 1000 feet south of the existing CR 455/Blackshear Ferry Road intersection. The project would continue north along CR 454/Country Club Drive as symmetrical widening to just southeast of the Oconee River and would then proceed onto new bridge structure to cross the river. The project would then proceed northeast onto new location and intersect CR 520/Buckeye Road approximately 200 feet south of CR 9/Blackshear Ferry Road. The project would continue east on new location and intersect CR 12/New Buckeye Road approximately 550 feet north of CR 8/Ben Hall Lake Drive.

The project would continue east on new location and would end by tying into the existing pavement of CR 8/Ben Hall Lake Drive, approximately 1200 feet east of CR 12/New Buckeye Road. The typical section for the proposed roadway is two 12-foot lanes with open ditch drainage and the proposed design speed is 55 mph. The project length is approximately 2.6 miles. The proposed right-of-way width would vary between 200 feet and 250 feet.

Is the project located in a Non-attainment area? _____ Yes X No

PDP Classification: Major/Construction on new location

Full Oversight (), Exempt (X), SF (), Other ()

Functional Classification: Major Collector

U. S. Route Number(s): N/A

State Route Number(s): N/A

Traffic (AADT) as shown in the approved concept:

Current Traffic		Design Traffic	
Year: 2009	AADT: 900 – 1,600	Year: 2029	AADT: 1,700 – 3,000

Existing design features: Project is on New Location except for sections along CR 454/Country Club Drive and CR 12/Ben Hall Lake Road.

- Typical Section: Rural Two Lane.
 - Posted Speed: 35 and 55 mph
 - Maximum Grade: Unknown
 - Width of Right of Way: 40 feet and 80 feet
 - Major Structures: None
 - Major Interchanges or Intersections Along the Project: None
 - Existing Length of Roadway Segment: 0
 - Beginning Mile Logs for each County Segment: Begin CR 454 mile post 3.32. End CR 12 mile post 0.46.
- Maximum degree of curvature: N/A

Proposed Design Features: Mainline

- Proposed Typical Section: Two 12-Foot Lanes with Open Ditch Drainage
- Proposed Design Speed Mainline: 55 mph
- Proposed Maximum Grade Mainline: 2.5% Maximum Grade Allowable: 4.0%
- Proposed Maximum Grade Side Road: 2.0% Maximum Grade Allowable: 9.0%
- Proposed Maximum Grade Driveway: Not known at this time
- Proposed Maximum Degree of Curve: 2°00' Maximum Degree Allowable: 6°00'

Proposed Design Features: Mainline – Continued

- Right of Way:
 - Width: Varies Between 200 Feet and 250 Feet
 - Easements: Temporary (), Permanent (**X**), Utility (), Other ().
 - Type of Access Control: Full (), Partial (), By Permit (**X**), Other ().
 - Number of Parcels: 19 Number of Displacements:
 - Business: 0
 - Residences: 2
 - Mobile homes: 0
 - Other: 0
- Structures:
 - New Bridge across the Oconee River. Dimensions: approximately 500 feet long, 47.50 feet wide
- Major Intersections and Interchanges: None
- Traffic Control During Construction: Traffic to be maintained on existing roads
- Design Exceptions to Controlling Criteria Anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
Horizontal Alignment:	()	()	(X)
Roadway Width:	()	()	(X)
Shoulder Width:	()	()	(X)
Vertical Grades:	()	()	(X)
Cross Slopes:	()	()	(X)
Stopping Sight Distance:	()	()	(X)
Superelevation Rates:	()	()	(X)
Horizontal Clearance:	()	()	(X)
Speed Design:	()	()	(X)
Vertical Clearance:	()	()	(X)
Bridge Width:	()	()	(X)
Bridge Structural Capacity:	()	()	(X)

- Design Variances: None at this time

Proposed Design Features: Mainline – Continued

- Environmental concerns:
 - USACOE 404 Permit required. Approximately 4.34 acres of wetlands/open water affected.
 - T & E Species: No known T & E Species would be impacted.
 - History: No eligible Historical sites known at this time.
 - Archeology: No eligible Archaeology sites known at this time.
 - Parks: No parks within project limits.
 - Cemeteries: No known cemeteries within project limits.
 - Streams: No stream impacts as a result of bridging and two ephemeral stream crossings.
No stream channel changes proposed.
 - Underground Storage Tanks: Has not been investigated.
 - Hazardous Waste Sites: Has not been investigated.
- Level of Environmental Analysis:
 - Are Time Savings Procedures Appropriate? Yes (), No (X)
 - Categorical Exclusion ()
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
 - Environmental Impact Statement (EIS) ()
 - Utility involvements: LGPA to be requested

Project Responsibilities:

- Design - GA Department of Transportation
- Right-of-Way Acquisition – LGPA signed by Laurens County
- Relocation of Utilities – LGPA signed by Laurens County
- Letting to Contract - GA Department of Transportation
- Supervision of Construction - GA Department of Transportation
- Providing Material Pits - GA Department of Transportation
- Providing Detours - GA Department of Transportation

Coordination:

- Initial Concept Meeting Date and Brief Summary: March 2, 2005. Minutes attached
- PAR Meetings, Dates and Results: A PAR meeting was held on October 12, 2005. Federal Resource agency comments have been received by OEL and responses have been made.
- Concept Team Meeting: December 21, 2005. Minutes attached
- FEMA, USCG, and/or TVA: Not available at this time
- Public Involvement: OEL's public involvement section recommends holding a PI-OH.
- Local Government Comments: Initial Concept Team Meeting & Concept Team Meeting minutes attached
- Other Projects in the Area: STP-0001-00(041), EDS-441(5)
- Other Coordination to Date: None at this time

Scheduling – Responsible Parties’ Estimate:

- Time to complete the environmental process: 12 Months
- Time to complete preliminary construction plans: 9 Months
- Time to complete Right-of-Way plans: 3 Months
- Time to complete the section 404 permit: 12 Months
- Time to complete final construction plans: 9 Months
- Time to complete purchase right of way: 12 Months
- List other major items that will affect the project schedule: N/A Months

Other alternatives considered:

- Alternative 2, which would utilize part of CR 372/Blackshear Ferry Road, was ruled out because of higher Right-of-Way and Construction costs of approximately \$1,000,000, an additional displacement, and a less desirable intersection of CR 520/New Buckeye Road.
- Alternative 3, which north of the Oconee River lies just east of Alternative 2, was ruled out because of higher Right-of-Way and Construction costs of approximately \$1,000,000, and a less desirable intersection of CR 520/New Buckeye Road.
- Alternative 4 is the currently proposed alternative.

Comments:

1. The 404-b(1) review process has not been completed for this project. This alignment could shift.

Attachments:

1. Cost Estimates:
 - a. Construction including E & C
 - b. Right-of-Way
 - c. Utilities
2. Traffic Projection
3. Typical Section
4. Practical Alternative Report
5. Initial Concept Team Meeting Minutes
6. Concept Team Meeting Minutes

Approvals:

Concur:

Director of Preconstruction

Approve:

Chief Engineer

CONCEPT COST ESTIMATE

Office of Environment/Location

February 28, 2006 8:39 AM

County(s)

PI Number Project Number

Project Name Project Length Miles

Project Description

New location roadway and river crossing of the Oconee River north of Dublin in Laurens County.

Existing Roadway

All new location

Comments

TRAFFIC:

Current Design Year Daily Volume (AADT)

Future Design Year Daily Volume (AADT)

☒ Concept Estimate

☐ Feasibility Estimate

Typical Section(s) Used in Estimate

Typical Section Length

<input type="text" value="Rural New Location: 2-Lanes with 24 ft Pavement"/>	<input type="text" value="2.60"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles

Prepared By

MAJOR STRUCTURES*Note! All distances are in feet***Bridges: Stream Crossings & Grade Separations**

NO	LOCATION	Q T Y	CROSSING TYPE	WIDTH	LENGTH	UNIT COST	TOTAL
1	Oconee River	1	Stream-New	47.50	500.0	54.00	1,283,000
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							

Bridge Culverts

NO	LOCATION	TYPE / W x H / FILL	LENGTH	UNIT COST	TOTAL
1					
2					
3					
4					
5					
6					
7					
8					

Walls

NO	LOCATION	TYPE	HEIGHT	LENGTH	UNIT COST	TOTAL
1						
2						
3						
4						
5						
6						

MAJOR STRUCTURES SUBTOTAL \$ 1,283,000

Typical Section

Rural New Location: 2-Lanes with 24 ft Pavement

Typical Section Length MilesRight-of-Way Width Feet**GRADING AND DRAINAGE****1. EARTHWORK**

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

2. MINOR DRAINAGE

QUANTITY		UNIT COST	TOTAL
184,140	CY	7.00	1,289,000
20,460	CY	13.00	266,000
344,900	CY	8.69	2,997,000
2.60	MI	28,827	75,000
GRADING AND DRAINAGE SUBTOTAL			\$4,627,000

BASE AND PAVING**1. GRADED AGGREGATE BASE****2. ASPHALT PAVING**

- a. Asph Conc 9.5 mm Superpave
- b. Asph Conc 19 mm Superpave
- c. Asph Conc 25 mm Superpave
- d. Bituminous Tack Coat

3. CONCRETE PAVING

- a. Curb and Gutter
- b. Miscellaneous

4. OTHER PAVING

THICKNESS and SPREAD RATE	QUANTITY		UNIT COST	TOTAL
10"	28,550	TN	16.24	464,000
1 1/4" (135 LB/SY)	3,810	TN	46.72	178,000
2" (220 LB/SY)	6,256	TN	42.08	263,000
3" (330 LB/SY)	6,214	TN	42.04	261,000
	4,330	GL	1.09	5,000
	6,130	LF	10.22	63,000
	2.60	MI	20,313	53,000
				129,000
BASE AND PAVING SUBTOTAL				\$1,416,000

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. EROSION CONTROL
- 4. SIGNING & MARKING
- 5. MISCELLANEOUS

QUANTITY		UNIT COST	TOTAL
2.60	MI	10,696	28,000
63.03	AC	9,103	574,000
2.60	MI	155,363	404,000
2.60	MI	8,843	23,000
2.60	MI	30,227	79,000
LUMP ITEM SUBTOTAL			\$1,108,000

MISCELLANEOUS PROJECT ITEMS

- 1. GUARDRAIL
- 2. GUARDRAIL ANCHORS
- 3. DETOURS
- 4. SPECIAL FEATURES

QUANTITY		UNIT COST	TOTAL
6,130	LF	17.30	106,000
12	EA	1,638.60	20,000
	MI	354,098	
MISCELLANEOUS SUBTOTAL			\$126,000

ESTIMATE SUMMARY

TYPICAL SECTION	COST (per mile)
1. Rural New Location: 2-Lanes with 24 ft Pavement	\$ 2,750,000
PROJECT COST	
A. MAJOR STRUCTURES	\$ 1,283,000
B. GRADING AND DRAINAGE	\$ 4,627,000
C. BASE AND PAVING	\$ 1,416,000
D. LUMP ITEMS	\$ 1,108,000
E. MISCELLANEOUS	\$ 126,000
SUBTOTAL CONSTRUCTION COST	\$ 8,560,000
ENGINEERING & CONTINGENCIES (10%)	\$ 856,000
INFLATION <u>2</u> yr(s) @ <u>5</u> % per yr	\$ 965,000
GRAND TOTAL CONSTRUCTION COST	\$ 10,381,000

RECEIVED
SEP 26 2005

Department of Transportation

State of Georgia

Interdepartmental Correspondence

FILE R/W Cost Estimate **OFFICE** Atlanta
DATE September 23, 2005
FROM DB/GAM
Don Brown, Right of Way Administrator
TO Harvey Keepler, State Environmental/Location Engineer
ATTN: Keith Posey
SUBJECT Preliminary Right of Way Cost Estimate
Project: STP-0000-00(833)Laurens Orange + Red Alternate
P.I. No.: 0000833
Description: New River Crossing Country Club to Blackshear
To Ferry

As per your request, attached are copies of the updated approved Preliminary Right of Way Cost Estimate on the above referenced project.

Please note the area of Required Right of Way was furnished with your request and is very much appreciated.

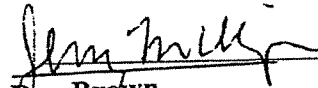
If you have any questions, please contact Jerry Milligan at the West Annex Right of Way Office at (770) 986-1541.

DB:GAM

Attachments

cc: Brian Summers, Engineering Services
Wilhelmina Mueller, R/W
Windy Bickers, Financial Management
File

Preliminary Right of Way Cost Estimate



Don Brown
Right of Way Administrator
By: Jerry Milligan

Date: September 23, 2005
Project: STP-0000-00(833)Laurens Alternate Red
Existing/Required R/W: Varies/Varies
Project Termini: New River Crossing Country Club to Blackshear to Ferry
Project Description: New River Crossing Country Club to Blackshear

P.I. Number: 0000833
No. Parcels: n/a

Land:		\$ 159,250
Ag. / Res. : 63.7 acres @ \$ 2,500 / acre		
Improvements : Residences, misc. site improvements		250,000
Relocation: Residential (2)		40,000
Commercial (0)		
Damage : Proximity (0) parcel		<u>0</u>
Net Cost		\$ 449,250
Net Cost		\$ 449,250
Scheduling Contingency 55 %		247,087
Adm/Court Cost 60 %		417,802
Inflation Factor 40 %		<u>445,655</u>
		\$ 1,559,794

Total Cost \$ 1,559,800

Laurens County Land Sales

<u>Highest & Best Use</u>	<u>Size /Acres</u>	<u>Value/acres</u>	<u>Sales Price</u>
Commercial	4.93	\$ 30,712	\$ 151,413
	5.09	\$ 8,840	\$ 45,000
	.52	\$ 57,660	\$ 30,000
Residential	3.25	\$ 3,846	\$ 12,500
	19.34	\$ 2,120	\$ 41,000
	8.62	\$ 2,668	\$ 23,000
Agriculture	764.00	\$ 1,276	\$ 975,000
	206.21	\$ 1,939	\$ 400,000
	206.21	\$ 1,601	\$ 330,186

427

RECEIVED
FEB 10 2006

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0000-00 (833) - Laurens County
P.I. Number: 0000833
New Oconee River Crossing from Country Club
to Blackshear to Ferry

OFFICE Tennille Utilities

DATE February 8, 2006

FROM *JDC/KNE*
Jack D. Cooper, Jr., District Utilities Engineer

TO Harvey D. Keepler, State Environmental/Location Engineer
Attention: Keith Posey

SUBJECT UTILITY COST ESTIMATE

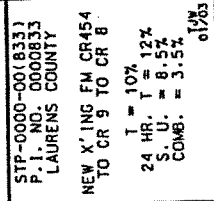
Attached is a Utility Cost Estimate dated February 8, 2006 on the above referenced project. The total estimated amount of eligible utility relocation cost for this project is \$77,000.00, this figure includes both publicly and privately owned utilities.

The estimate was prepared by Nick Everett of this office and is based on concept drawings provided by your office, dated March 3, 2005 and an on-site inspection performed on January 27, 2006. Unit costs are based on the "mean item summary" and former "utility agreements".

All of the above information is an estimate and may be revised when project plans are developed and prior rights research has been performed. If you should have questions, please contact Nick Everett in the Utilities Section of this office at 478-552-4606.

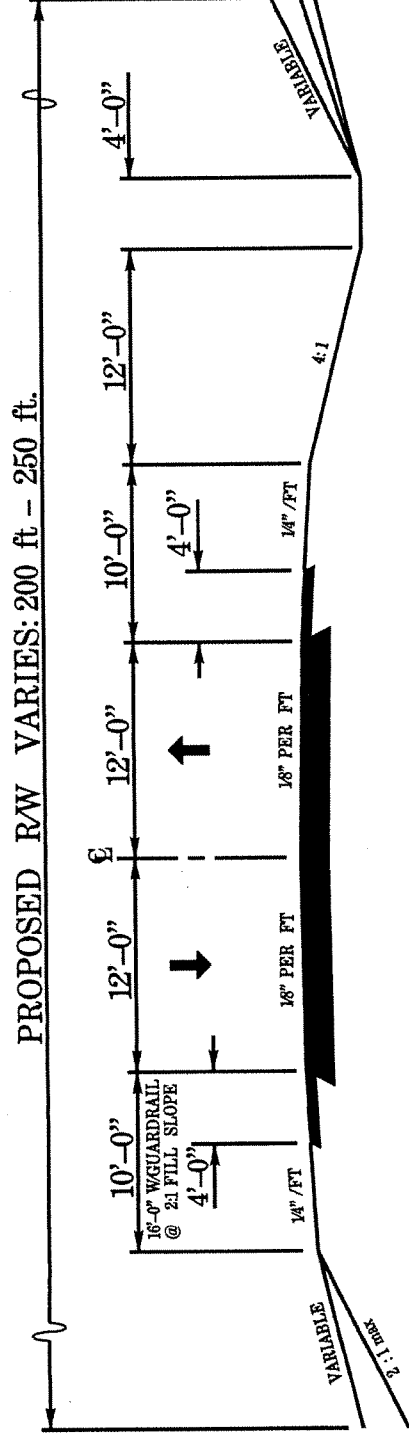
JDC:KNE

cc: Jeff Baker / Brent D'Angelo w/attachment
Jamie Simpson w/attachment
Christa McKinney w/attachment



STP-0000-00(833), PI# 0000833

LAURENS COUNTY



NEW OCONEE RIVER CROSSING

TYPICAL CROSS SECTION - NEW LOCATION

2 - 12 ft LANES w/ OPEN DITCH DRAINAGE

55 mph SPEED DESIGN

LIMITS SECTION APPLIES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION**

PRACTICAL ALTERNATIVES REPORT

NEW OCONEE RIVER CROSSING

STP-0000-00(833)

PI # 0000833

LAURENS COUNTY

OCTOBER 12, 2005

The following is a copy of the Practical Alternatives Report for your review and comment.

General Project Description:

This report is a discussion of practical alternatives for a new crossing of the Oconee River, project STP-0000-00(833), located in Laurens county. The project proposes a new river crossing north of Dublin that would utilize a 2 lane typical section with open ditch drainage. The project would begin at the intersection of CR 454/Country Club Drive and CR 455/Blacksheer Ferry Road, and proceed northeast on new location, and would end at the intersection of CR 8/Ben Hall Lake Drive and CR 12/New Buckeye Road. The total project length would be approximately 2.6 miles. The proposed right-of-way width would vary between 200 ft and 250 ft.

Need and Purpose:

A need exists for an additional crossing of the Oconee River north and east of Dublin. Currently, only one river crossing, US 80 in Dublin, exists along a 32 mile stretch from I-16 in Laurens County north to SR57 in Wilkinson County. The US 80 river crossing serves traffic crossing the Oconee River from several major roadways converging in Dublin: State Routes 29, 86, 199, & 257, and US Routes 80, 319, & 441. A new river crossing would improve regional traffic flow between Dublin and east Dublin and would provide an alternate river crossing in the event of flooding. It would also help reduce congestion while improving traffic circulation, flow and operations on arterial and collector streets within downtown Dublin, East Dublin and Laurens County. A new river crossing would also provide better north/south and east/west access within and near the City of Dublin and in Laurens County.

Distribution:

**Georgia Environmental Protection Division
US Federal Highway Administration
US Army Corps of Engineers
US Fish & Wildlife Service
National Marine Fisheries
US Environmental Protection Agency**

EXISTING ROADWAY DESCRIPTION

Current Posted Speed	Existing Typical Section	Existing R/W Width
35 MPH	2-10 ft lanes	40 ft
55 MPH	2-10.5 ft lanes	80 ft

PROPOSED ROADWAY DESCRIPTION

Proposed Design Speed	Proposed Typical Section	Proposed R/W Width
55 MPH	2-12 ft lanes with open ditch drainage - rural	Varies: 200 -250 ft

ALTERNATIVES CONSIDERED “THE PREFERRED/BEST FIT” ALTERNATIVE DESCRIPTION

The “Preferred/Best Fit” alternative is shown in red on the attached map, and would begin by tying into the existing pavement of CR 454/Country Club Drive, approximately 1000 feet south of the existing CR 455/Blacksheer Ferry Road intersection. The project would continue north along CR 454/Country Club Drive as symmetrical widening to just southeast of the Oconee River and would then proceed onto new bridge structure to cross the river. The project would then proceed northeast onto new location and intersect CR 520/Buckeye Road approximately 200 feet south of CR9/Blackshear Ferry Road. The project would continue east on new location and intersect CR 12/New Buckeye Road approximately 550 feet north of CR 12/Ben Hall Lake Drive. The project would continue east on new location and would end by tying into the existing pavement of CR12/Ben Hall Lake Road, approximately 1200 ft east of CR 12/New Buckeye Road. The typical section for the proposed roadway is 2-12foot lanes with open ditch drainage and the proposed design speed is 55mph. The project length is approximately 2.6 miles

ECOLOGICAL IMPACTS – PREFERRED/BEST FIT ALTERNATIVE

Site Number	Wetland Area (acres)	Stream Length (linear feet)
River #1	-	326 ft - Bridged*
Wetland #2	4.34 ac	-
Stream #3	-	252 ft - Ephemeral*
Stream #5	-	200 ft - Ephemeral*
TOTAL:	4.34 ac	0 ft*

*NOTE: Stream total does not include bridged stream or ephemeral stream impacts.

ALTERNATIVES CONSIDERED “STREAM MINIMIZATION” ALTERNATIVE DESCRIPTION

The “Stream Minimization” alternative shown in blue on the attached map and would begin at the same location as the “Preferred/Best Fit” alternative - tying into the existing pavement of CR 454/Country Club Drive, approximately 1000 feet south of the existing CR 455/Blackshear Ferry Road intersection. The project would continue north along CR 454/Country Club Drive as symmetrical widening to just southeast of the Oconee River and would then proceed onto new bridge structure to cross the river. The project would then proceed northeast along CR 732/Blackshear Ferry Road, then proceed on to new location on the northeast side of CR 732/Blackshear Ferry Road and intersect CR 520/Buckeye Road approximately 300 feet north of CR 732/Blackshear Ferry Road. The project would continue east on new location and intersect CR 12/New Buckeye Road at the same location as the “Preferred/Best Fit” alternative - approximately 550 feet north of CR 12/Ben Hall Lake Drive . The project would continue east on new location and would end by tying into the existing pavement of CR12/Ben Hall Lake Road, approximately 1200 feet east of CR 12/New Buckeye Road. The typical section for the proposed roadway is 2-12foot lanes with open ditch drainage and the proposed design speed is 55mph. The project length is approximately 2.9 miles

ECOLOGICAL IMPACTS – THE STREAM MINIMIZATION ALTERNATIVE

Site Number	Wetland Area (acres)	Stream Length (linear feet)
River #1	-	323 ft - Bridged*
Wetland #2	4.34 ac	-
Stream #5	-	200 ft - Ephemeral*
TOTAL:	4.34 ac	0*

***NOTE: Stream total does not include bridged stream or ephemeral stream impacts.**

*** NOTE: The Office of Environment/Location, in its representations of preliminary concepts, strives to show as nearly as possible the route and right-of-way requirements of projects. Because of the preliminary nature of these location studies, certain information cannot be finalized until completion of the design stage of GDOT's project development process. In areas where existing facilities are to be improved and are in need of vertical and/or horizontal realignment, the Department tries to present a “worst case” of impacts, in anticipation of a reduction of these impacts and right-of-way requirements at the detailed design stage.**

ALTERNATIVE SUMMARY TABLE		
	Preferred/Best Fit	Stream Minimization
Length	2.6 miles	2.9 miles
Typical Section	2-12 ft lanes w/open ditch drainage	2-12 ft lanes w/open ditch drainage
Displacements		
Residential	2 (approx.)	3 (approx.)
Businesses	0 (approx.)	0 (approx.)
Streams		
Number of Impacts	0	0
Total Length Impacted	0.0 feet*	0.0 feet*
Wetlands		
# of Impacts	1	1
Total Area I	4.86 acres	4.88 acres
R/W & Const Cost	\$9,251,800	\$10,394,500

*NOTE: Stream total does not include bridged stream and ephemeral stream impacts.

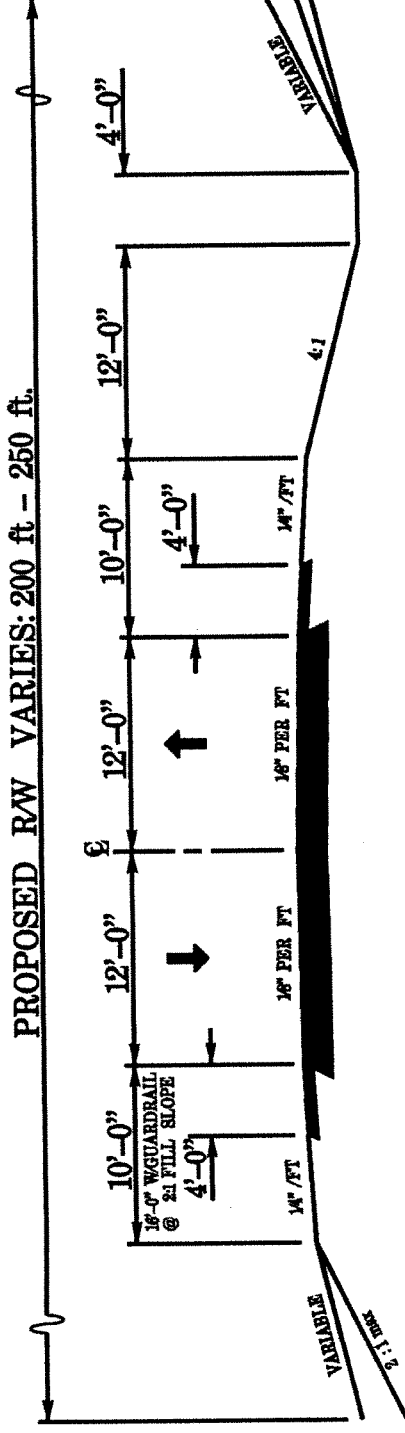
RECOMMENDATIONS: The currently proposed “Preferred/Best Fit” Alternative is recommended because it would provide a safer, more cost efficient roadway while avoiding impacts to historic, archeological, and cemetery sites and would minimize impacts to residences, businesses and the environment.

ATTACHMENTS: Typical Sections

PREPARED BY: Keith Posey - Location Engineer 3

* NOTE: The Office of Environment/Location, in its representations of preliminary concepts, strives to show as nearly as possible the route and right-of-way requirements of projects. Because of the preliminary nature of these location studies, certain information cannot be finalized until completion of the design stage of GDOT's project development process. In areas where existing facilities are to be improved and are in need of vertical and/or horizontal realignment, the Department tries to present a “worst case” of impacts, in anticipation of a reduction of these impacts and right-of-way requirements at the detailed design stage.

STP-0000-00(833), PI# 0000833



NEW OCONEE RIVER CROSSING

**TYPICAL CROSS SECTION – NEW LOCATION
2 – 12 ft LANES w/OPEN DITCH DRAINAGE**

55 mph SPEED DESIGN

LIMITS SECTION APPLIES

NOT TO SCALE

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
INTERDEPARTMENTAL CORRESPONDENCE

FILE STP-0000-00(833)
Laurens County
P.I. Nos.0000833

OFFICE Environment/Location

DATE March 22, 2005

FROM *HDK/KEY*
Harvey D. Keepler, State Environmental/Location Engineer

TO Distribution Below

SUBJECT *INITIAL*
CONCEPT TEAM MEETING MINUTES – New Oconee River Crossing

Date/Time: Tuesday, March 2, 2005; 10:30 a.m.

Place: Laurens County Office

Attending: Clinton Lord, County Commissioner; Emory Lake, County Commissioner; D.M. Mullis, County Commissioner; Willie Paulk, Chamber of Commerce; Bryan Rogers, Laurens County; Roscoe Brower, Laurens County; Btal Fugua, Laurens County; Ben Mercer, City of Dublin; Phil Best, City of Dublin; J.A. Lay, City of Dublin; Glenn Shiver, Property Owner; Claude Draham, Property Owner; Ed Mullis, Property Owner; Buady Bloodworth, Bell South; Larry N. Choate, Georgia Power; Mike Thomas, District 2 Engineer; George Brewer, District 2 Pre-Construction Engineer; Nick Everette, DOT-Utilities; Terry McCollister, GDOT R/W; Ken Thompson, Keith Posey, Corey Carter, Gabriele Williams, and Andrick Anderson of OEL.

The meeting was opened by Keith Posey who gave a brief description of the project. The project was then described in detail by Andrick Anderson.

Projects STP-0000-00(833), known as the New Oconee River Crossing, would be a new bridge and new roadway connecting CR454/Country Club Dr., to CR 520/Buckeye Rd., CR 12/New Buckeye Rd, and CR 8/Ben Hall Lake Rd.. The proposed typical section would begin with two lane rural section with open ditch drainage. Access would be by permit. The speed design would be 55 mph. The projected design traffic is estimated to be 1600 vehicles/day in 2009 and 3000 vehicles/day in 2029. Preliminary displacement count would be 1 home. The total length of the project would be 2.5 miles.

After review of the concept, the following comments were made:

D.M. Mullis – County Commissioner

Question: Why can't the river crossing be a four lane bridge?

Keith Posey - OEL

Response: Preliminary traffic projections show traffic levels that suggest a two lane rural typical section would provide sufficient facility for this project, both the roadway and bridge. Because federal funds may be used for this project, we would have problems getting FHWA to agree to use federal funds to build more lanes than are required.

Question: Can the project be connected to SR 441, north of Dublin?

Keith Posey - OEL

Response: *Because the need and purpose of the project is for a river crossing, we can't extend the project to SR441.*

Comment: We have landowners who are willing to work with us and donate their land to ensure this project can be built.

Mike Thomas

Response: *Even though the land is being donated we still have to follow federal guidelines.*

Terry McCollister

Comment: The donated land would help to make it a quicker process but we still have to follow the normal process procedures.

Keith Posey

Response: *Even though state or federal funds may not be needed to purchase right-of-way, state or federal funds would in all likelihood would be used for construction, GDOT would still need to follow all the appropriate state and federal guidelines and regulations.*

Clinton Lord – County Commissioner

Question: Who can the citizens talk to and what can they do to speed up the process?

Ken Thompson

Response: *Sending a letter to the GDOT Chief Engineer to inform him of the necessity of the river crossing could help speed things up, but right now the project from a funding standpoint is scheduled for long range – at least 6 years out. The funding schedule is not set in stone, and the funding schedule for this project can be pulled in by the GDOT board/GDOT management if we meet certain milestones in developing the project.*

Keith Posey

Response: *Having strong support in the surrounding community is definitely an asset in our coordination efforts with FHWA as we develop this concept, and will hopefully help us expedite some of the processes required during the concept development.*

George Brewer

Response: *The process can be helped with the support of local officials but the funding also has to be there.*

Question: When do we need to start contacting Senators to get some urgency on this project? We have a meeting scheduled with the Commissioner in a couple of days.

Ken Thompson

Response: *There's no reason you cannot discuss this project at that meeting and emphasize the community support as well as the potential of not having to use any public funds to purchase Right of Way. If we had no funding schedule issues and no environmental issues to resolve, we could possibly go to PAR as early as late summer and hold a concept meeting towards the end of the year.*

Keith Posey

Response: Please keep in mind there is a high potential for environmental impacts and the need to look at alignment shifts or new alternatives. With that in mind, strong community support would play a major role in the expedition of the project.

Comment: The citizens and landowners here are willing to work with you to make this a top priority. I think that there will be more than 3,000 cars coming through this area everyday. People are taking various alternative routes which is why your traffic counts may be off. I think there will be at least 7,000 – 8,000 cars traveling now.

Ken Thompson

Response: It is possible that 3,000 vehicles/day for 2029 projected ADT could be low. Even with the 7,000 to 8,000 vehicles per day you suggest, we would still be looking at a two lane facility.

Keith Posey

Response: The change in ADT won't affect the proposed Typical Section.

Comment: Blackshear Ferry Rd/ CR 732 is the oldest county road in Laurens county and may be classified as a historic roadway. You can contact Scott Thompson, the local historian at 272-4460.

Ken Thompson

Response: this information would help us get the Feds to accept the red proposed alignment.

Claude Graham – Property Owner

Question: Which project (South East Dublin Bypass or New Oconee River Crossing) would be built first?

Keith Posey

Response: The South East Dublin Bypass is further ahead than the New Oconee River Crossing but since the New Oconee River Crossing is only 2.5 miles in length, there is the possibility that the environmental issues will not be as numerous and/or complex as a longer project. If this is so, then we may be able to work through the concept development more quickly than a longer project. Which ever one is built first really depends on funding.

Ken Thompson

Response: Location will push both projects. The likely hood of either one being constructed depends on funding. The two projects are independent of each other.

Comment: I believe there will be some historical boundaries around the area where the ferry used to be.

Keith Posey

Response: Our next step would be to have preliminary environmental surveys done to determine where eligible historic and archeological resources are located, as well as T & E species, wetlands, and streams. We plan to request those in a week or two.

Comment: I dug the stream that is just south of Blackshear Ferry RD/CR 732 and if I need to I can move it.

Comment: I am interested in the red alignment and I know if we used the red proposed alignment there will

not be any displacements

Ken Thompson:

Response: Now that we know that most of you local folks attending this meeting prefer the red alignment we will try to put a sense of urgency on this project.

Ed Mullis – Property Owner

Comment: There is a Confederate cemetery northwest of the proposed design.

Question: Would we be able to join the New Oconee River Crossing with the South Dublin Bypass?

Keith Posey

Response: Trying to connect the two bypasses would change the need and purpose of both projects and that presents funding problems.

D.M. Mullis

Response: The priority is in the south because the South East Dublin Bypass provides connectivity to five different state routes near I-16.

Comment: We can mitigate our own wetlands.

Phil Best – City of Dublin

Question: Would it help if the design has minimal environmental impact?

Ken Thompson

Response: Yes. Environmentalist will do extensive research and present us with their findings. From there we will follow Federal and State laws and guidelines.

Glenn Shiver – Property Owner

Question: Has there been a meeting about the southeastern bypass?

Ken Thompson

Response: Yes. There was an Initial Concept Team Meeting held last year.

George Brewer – District 2 Pre-Construction Engineer

Comment: If we can get an environmental document and Right of Way, it would speed up the process.

Corey Carter - OEL

Comment: It appears at this time that the environmental document would be an Environmental Assessment. An Environmental Assessment can take from six months to a year or longer to complete.

Buddy Bloodworth – Bellsouth

Comment: All three proposed alignments would cause the same amount of impact. Bellsouth doesn't have a problem with any of them. There are no utilities on Blackshear Ferry Rd/CR 732.

Ken Thompson - OEL

Comment: These are just ideas and no engineering has been done on them. These are definitely not the final proposed alignments.

Comment: We are looking at the Orange alignment because the Feds will probably frown on the Red alignment. We still have to do our various studies.

Keith Posey - OEL

Comment: I just want to reiterate to everyone that these are just ideas to give you a picture of the corridor we are looking at. They have not been finalized in any way.

Comment: The proposed alignments all terminate at Ben Hall Drive instead of CR 520/Buckeye Rd. of CR 12/New Buckeye Rd.

Comment: When environmental surveys come back, both the wetland and hydric soil boundaries may change slightly.

HDK/EKP

Distribution: Buddy Gratton, Director of Preconstruction
Brent Story, State Road & Airport Design Engineer
Don Brown, State Right of Way Administrator
Keith Golden, State Traffic Safety & Design Engineer
Paul Liles, State Bridge & Structural Design Engineer
David Graham, State Construction Engineer
David Crim, State Maintenance Engineer
Georgene Geary, State Materials & Research Administrator
David Mulling, Project Review Engineer
Joe Palladi, State Transportation Planning Administrator
Michael L. Thomas, District Engineer/Tennille
Jeff Baker, State Utilities Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
INTERDEPARTMENTAL CORRESPONDENCE

FILE STP-0000-00(833), Laurens County
P.I. No: 0000833

OFFICE Environment/Location

DATE December 20 & 21, 2005

FROM *HDK/OKP*
Harvey D. Keepler, State Environmental/Location Engineer

TO Distribution Below

SUBJECT **CONCEPT TEAM MEETING MINUTES – New Oconee River Crossing**

Note: Due to scheduling issues, the Concept Team Meeting was held in two phases – OEL met with local officials on 12/20/2006 and the regular Concept Team Meeting was held 12/21/2006.

Date/Time: Tuesday, December 20, 2005; 10:30 a.m.
Place: Office of Environmental Location - Overflow Conference Room
Attending: Laurens County: Clinton Lord, County Commissioner; Bryan Rogers, County Manager;
GDOT's Office of Environment/Location (OEL): Ken Thompson, Dave Peters, Keith Posey and Andrick Anderson.

Project STP-0000-00(833), known as the New Oconee River Crossing, would construct a new bridge and new roadway connecting CR454/Country Club Drive to CR 520/Buckeye Road, CR 12/New Buckeye Road, and CR 8/Ben Hall Lake Road. The proposed typical section would be two 12 foot lanes with open ditch drainage. The speed design would be 55 mph. The proposed right-of-way would vary between 200 feet and 250 feet. Access would be by permit. The projected design traffic is estimated to be 1600 vehicles/day in 2009 and 3000 vehicles/day in 2029. Preliminary displacement count would be approximately 2-3 homes. The total length of the project would be approximately 2.6 miles.

After review of the concept, the following comments were made:

Clinton Lord – County Commissioner

Question: When will there be a Public Meeting?

Response: *Ken Thompson – OEL*

OEL can hold a Public Hearing – Open House (PH-OH) once FHWA signs the draft environmental document for the project. We could hold a Public Information - Open House (PI-OH) before a PH-OH, if needed.

Comment: We would like to see the future extension of SR 68 run along CR 520/Buckeye Road into East Dublin as proposed by GDOT's district office in Tennille instead of tying into CR 454/ Country Club Drive, and then make the proposed New Oconee Bridge Crossing into a 441 Spur. There is substantial traffic traveling to East Dublin and Dublin on CR 12/ New Buckeye Rd.

Question: What is the proposed time frame for the proposed extension for SR 68?

Response: Keith Posey - OEL

According to the Tennille district office the projected schedule for SR 68 is FY 2010.

Comment: County and City would like to keep the existing proposed logical termini at Ben Hall Lake Drive. There are hundreds of homes east of Ben Hall Lake Drive and north of the project location. It is the best alignment for the county and city.

Comment: The land owner willing to donate the majority of the land needed to build the proposed river crossing is in his 70's and it may complicate the donation of right-of-way if he passes before this project gets moving.

Comment: The local and surrounding community would like to see this project done as soon as possible.

Comment: When there are accidents on the US80 bridge over the Oconee River, traffic backs up in both Dublin and East Dublin for hours.

Chamber of Commerce - Bryan Rogers

Comment: There are some mobile homes that may be displaced on CR 454/ Country Club Dr.

Comment: Growth is taking place in the northern sector of the county. People are moving to this area and businesses are also coming in.

Question: Is it possible to replace the existing boat ramp and if so will there be one on both sides of the river?

Response: Dave Peters - OEL

State law would require GDOT to replace any public space that is displaced by a GDOT project.

Response: Keith Posey - OEL

OEL's current proposed concept alignment would leave the existing boat ramp on the west side of the river intact. Therefore GDOT would not need to replace this boat ramp.

Response: Dave Peters - OEL

A boat ramp on the east side of the river is unnecessary since the bridge crossing will provide access from the east side. A boat ramp on the east side of the river at the bridge crossing is probably not an option anyway because of the amount of wetlands along the east side of the river at the proposed bridge crossing.

Keith Posey - OEL:

Comment: It may be in the best interest of Laurens County if the county could reach a written contingency agreement with property owners who are willing to donate right-of-way to the county.

Bryan Rogers - County Manager, Laurens County:

Response: *We will have the county attorney look into getting documented commitment from landowners.*

Date/Time: Wednesday, December 21, 2005; 10:30 a.m.
Place: Office of Environmental Location – Large Conference Room
Attending: Yates Allen, US Fish & Wildlife Service (Teleconference); Tennille District Office: George Brewer, District Preconstruction Engineer; Rusty Merritt, District Construction Engineer; GDOT Right of Way: Jerry Milligan; GDOT Office of Environment/Location: Ken Thompson, Dave Peters, Jonathan Cox, Keith Posey, Madeline White, Luke Erikson, Ryan Handley and Andrick Anderson.

The meeting was opened by Keith Posey who gave a brief description of the project. The project was then described in detail by Andrick Anderson.

After review of the concept, the following comments were made:

Yates Allen – US Fish & Wildlife Services

Question: Has the project termini changed?

Response: Keith Posey – OEL

No, the project termini are unchanged from the October Interagency Meeting.

Response: Ken Thompson – OEL

Local officials from Laurens County were invited to this meeting and mistakenly came to OEL yesterday. We discussed this concept alignment with them and they strongly advocated the project termini as shown, citing significant public support. Comments from local officials will be included in the meeting minutes.

Question: How does this project connect or relate to the Dublin Bypass?

Response: Keith Posey – OEL

It will not connect to the Dublin bypass at all. This project has separate utility. The river crossing project is approximately 2.5-3 miles from the closest terminus of the proposed Southeast Dublin Bypass and slightly further away from the US 441 Dublin Bypass project.

Response: Andrick Anderson – OEL

FYI, the nearest existing river crossing is US 80, approximately 5 miles south in Dublin.

Jonathan Cox – OEL

Question: Why not improve CR 732/Blackshear Ferry Road?

Response: Keith Posey – OEL

Based on the input we received from the Initial Concept Team Meeting earlier this year, we initially looked at three different alternatives, two utilizing CR 732/Blackshear Ferry Road to different degrees, and one that did not. When we compared the three alternatives, the two utilizing CR 732/Blackshear Ferry Road would result in less desirable horizontal geometry at the intersection with CR 520/Buckeye Road, would be approximately a million dollars more expensive, gave no advantage with respect to wetland impacts and produced an additional displacement along CR 520/Buckeye Road.

Ken Thompson – OEL

Question: What is the need and purpose of this project?

Response: Keith Posey – OEL

There is a need for an additional river crossing between US 80 in Dublin and SR 57, approximately 25 to 28 miles north in Wilkinson County. Currently, several US and State routes converge in Dublin in close proximity to the US 80 river crossing. With an additional river crossing, there would be better access for the traveling public and emergency services, reduced congestion in Dublin and East Dublin, especially along the US 80 corridor and would provide a much needed alternative route for flooding possibilities in the area.

Jonathan Cox – OEL

Question: How many landowners does the proposed alignment affect?

Response: Keith Posey – OEL

Based on property tax map information, We estimate the concept alignment would substantially impact approximately 8-10 landowners, with possibly 2 to 3 displacements. We are showing 200 feet of right-of-way throughout the project, with some areas near the river possibly needing as much as 250 feet. Along CR454/Country Club Drive and east of CR 520/Buckeye Road the actual amount of right-of-way needed will most likely be substantially less as we will be able to more closely follow the terrain. In the final design phase, more accurate terrain information would be available to fine tune the horizontal and vertical design, as well as construction and right-of-way limits.

Comment: If there are two displacements, there will have to be public involvement.

Question: Do you anticipate the need to hold a Public Information – Open House?

Response: Keith Posey – OEL

Local officials reiterated yesterday that there is significant public support for this project and they would like to see this project move forward as quickly as possible. There has been productive communication between not only our office and county officials, but also between county officials and local residents, so we may be able to present the project at a Public Hearing – Open House.

Ken Thompson – OEL

Question: What is the time table for a draft document?

Response: Jonathan Cox – OEL

The project is currently scheduled for long range, but I will talk to Gail to obtain a more specific date.

Luke Erickson – OEL

Question: Is this the original route?

Response: Keith Posey – OEL

Yes, it is one of the three original alignments that came as a result of the Initial Concept Team Meeting.

Question: Has ecology mentioned anything about the existence of Carolina Bays and have they gone out and surveyed?

Response: Keith Posey – OEL

GDOT staff ecologist Kevin Woodruff did a field survey and provided us ecology delineations on conceptual layouts we provided. Kevin's supervisor Lisa Westberry reviewed the delineations and made any final revisions that were needed. Carolina Bays were not mentioned in any way on those delineated layouts. However, they are proposed to be avoided.

Question: Would you need additional right-of-way for vehicles turning onto the ramp? If so, any increase in additional right-of-way would create a need for a new survey.

Response: Keith Posey – OEL

Based on our conceptual studies and the current concept alignment, we estimate there will be no need for additional right-of-way.

Question: Would the new intersection at CR 520/New Buckeye Road be a stop sign or traffic light?

Response: Keith Posey – OEL

That determination is usually not made during concept development. It is usually made later on in the design process. With that having been said, based on the current design criteria and traffic projections, I do not think the project would open with a traffic signal at that intersection.

Response: George Brewer – District 2

It would probably use stop signs.

HDK/EKP